SUNDAY, APRIL 94, 1887.

THE SUN to-day consists of states pages
Our friends should see that their newsman
formishes them with the entire paper.

## Is it Probable?

The Missouri Republican's report of a very startling interview with President CLEVE-LAND was published in THE SUN yesterday, containing a seemingly authentic state ment made to an anonymous third party by President CLEVELAND himself, that he would not again be a candidate for the Presidency. Let us carefully examine the facts which argue for or against the probability of this

Just before Mr. CLEVELAND assumed the Presidential office, he wrote a letter to Mr. GEORGE WILLIAM CUETTS expressing his conception of the proper limits of the exercise of the President's power in the matter of appointments. Since then, instead of admitting any change of sentiment, he has taken the occasion to reaffirm his adherence to the standard he then set up. Now, if he had secired to make himself the best President that he knew how, regardless of his success as a politician and of his future chances for a nd term, would he or would he not have managed his office on the line laid down in this letter to Mr. CURTES?

No one will say that he would not have wed the line of conduct he promised to Mr. CURTIS. There would have been no perious difficulty about it.

But truth requires it to be said that Mr. CLEVELAND has not done this. This fact is ed both by the opposition now maniested against him by his Independent supporters, and by an examination of the secords of his administration. While it is impossible to say that he has been inspired invariably by the light of nocracy, it is just as impossible to say that he has been an unflinching Mugwump; and his variations from the Mugwump standard, at first guarded and hesitating, have

constantly increased. In fact, it is impossible to compare Mr. CLEVELAND'S conception of the President's duty with his acts in the field of politics, withbut being forced to the conclusion that the snange in his intended policy has been made in the hope of some ulterior gain, and for no other purpose than the attainment of a re-

One other thing must be mentioned when considering this subject. In Mr. CLEVE-LAND's letter accepting the Democratic nomination in 1884, he expressed the opinion that one of the most dangerous and objectionable features of our polity was the eligibility of the President to a second term. That was the last heard of the idea. Not an official message, nor any one of his numerous published letters has contained the slightest reference to it.

All of which is pretty conclusive evidence that GROVER CLEVELAND will take another nomination if he can get it.

## Has He Turned Explorer?

A few weeks ago Mr. JAMES GORDON BEN-METT, on his beautiful yacht Namouna, steamed along the forest-covered coast of Sumatra and out among the evergreen islands of the Malay Archipelago. When last reported, the Namouna's prow was pointing straight toward the only part of the world, not within the polar circles, where maritime discoveries are still possible. It would not be so very strange if Mr. BENNETT, who has tione more than any other living man, except King LEOPOLD of Belgium, to promote the interests of geographical discovery, had become an explorer himself and was now bound for one of the most interesting though imperfectly known parts of the planet.

This region includes that part of the western Pacific extending from the New Hebrides group almost due northwest for a thousand miles to the Admiralty Archipelago. Of late years it has become quite the thing for wealthy English yacht owners to cruise ong these beautiful islands, and yet some of the largest are quite unknown to us exsept as to their outlines. Yachtsmen who visit these azure seas purely for fun, have not been inclined to venture even a short distance into the bush to increase our meagre knowledge of the natives. Perhaps the fate of poor BATES, the first yachtsman to enter see waters, has had a dampening effect upon the spirits of the most ardent lovers of adventure, though we now know that BATES'S misfortune might easily have been avoided.

Barres had the bad habit of landing on any coast he fancled and at once plunging into the interior without making any preliminary arrangements with the natives. This might do among the people of Staten Island, but It was hardly the course to pursue among the cannibals of the Solomon group. On day Bares rowed ashore, walked into the mods, and never came back. A small party vainly searched for him, and for some years the words "Bares, we are looking for you," were printed on the wrappers of all trade goods that were landed on this island; but nothing was ever heard of Barns. Mr. ROMILLY and other visitors to these waters my that if Bares had used ordinary tact and

caution, he would have incurred no danger.

According to amateur travellers in these raters, if Mr. BENNETT wishes merely to take a pleasure cruise along this great chain of islands, he could enjoy himself to any extent, and without the slighest hardship see magnificent scenery and life as thoroughly savage as any in the world. He would not have to push far into some of these islands to taste the glories of first-hand exploration. ROMILLY says there is no more delightful place in the world for a cruise than the western Pacific, and no place where it is easier to gratify a taste for sport and adventure or sate the ambition of the explorer. None of the yachtsmen who followed BATES, has met his lancholy fate, but it appears there is danfor that a voyager may permanently remain among these islands for very different reasons. Dr. GUILLEMARD, who recently returned in his steam yacht from a two years cruise in the Pacific, writes of one of the most captivating of these tropical islands:

"As the boat glided over the coral garden, bright with vividly colored fish, and landed me, gun and collecting box in hand, on the mosty land. I feit as if I could cast off civilization and European clothes alike, and cultivate my mealic patch and grove of coconnus with the na-ritives for the remainder of my natural life."

Mr. BENNETT could probably be trusted not to yield to this sort of temptation, particularly as he has the vivid appreciation of fresh and interesting information that marks great journalist, and he could easily bring me a story of new lands and unknown les that would fitly adorn the columns peoples that would may see . It is a good of his valuable newspaper. It is a good hing for the world when a great journalist risits a neglected part of it, where new and valuable facts may be picked up as diamonds ance were at Kimberley.

The only scientific man who has travelled extensively in the western Pacific, utterly acks the instinct of the journalist, declines to write anything that people outside a narmw circle of specialists can understand, and

most of the facts he collected will probably die with him unless they are rediscovered by somebody who can make popular use of them. Dr. MACLAY, the Russian ethnologist, writes learnedly of the craniology of the Melanesian races, and is profound when he discusses the results of an admixture of Poly-nesian and Papuan tribes. After treating these and other questions in their purely scientific aspects he stops, and an adequate description of these wonderful islands writ-

ten in a popular manner is yet to be produced. It is very certain that if Mr. BENNETT sees anything new in the course of his travels that he thinks will be of interest or value to mankind, the world will hear of it.

The Science and Art of Railroading.

It is well understood by sensible men everywhere that technical education is necessary in all the arts; and it is an established fact that those arts flourish best in which technical education, combined with practice, is carried to the highest point. All great manufacturers now regard it as essential that their superintendents, engineers, foremen, and even their firemen should be specially educated for their business. The day of merely practical men in contradistinction to theoretical men, has gone by; and the schools of science and technology, and there are many of them, are taxed to their full capacity to turn out young men who know the reason for the things they expect to be called upon to do, whether it be in engineering, mining, metallurgy, machinery, or manufacturing of whatever nature.

Now, why is it that in railroading, which is by far our greatest business interest and involves all the arts and nearly all the sciences, but little attention has been paid to technical education? First-class engineers are required for the location and construction of the road and its permanent way. The designing and inspection of bridges call for a very high order of scientific and practical knowledge; the construction of stations, elevators, and warehouses affords ample scope for the highest architectural skill: the designing, construction, and repair of cars and locomotive engines demand the most careful scientific training. Then, too, the operation and maintenance of the railroad and its equipment after it is built, the control of the traffic, and the keeping of the accounts of the concern in all its various branches, departments, and ramifications, involving as they do the correla tion and control of many employés and de partments, form a most complex business, which demands not only great natural abilities, but perfect organization. high education, and long experience. Yet there is no school specially devoted to training railroad and bridge engineers in these United States; still less is there a school for the education of young men for any of the special departments of railroad management. The Pennsylvania Railroad Company has a school at Altoona combining scientific culture with practical work in the shops and on the road, but so far as we know its sphere is limited to locomotive engineering, with perhaps some attention to the mechanical details of frogs, switches, and inter locking safety apparatus.

In 1885 the Baltimore and Ohio Company established a school at its Mount Clare shops of somewhat different if not broader nature. Its design was to educate men scientifically as well as practically for all branches of the company's service, and especially for those having the care of its rolling stock and machinery. In inaugurating this scheme the management naturally gave the preference to the sons of its own men, and in order that the school might be established on the best possible plan, the President sent Dr. W. T. BARNARD and Mr. SCRIBNER. the principal of the school, to make a thorough examination of all the technological and scientific schools in Europe. From the very able and full report of Dr. BARNARD to President GARRETT We learn that the very first step in the practical working of the school was a failure, and this was due in no way to defects in its plan, but to the remarkable fact that out of something like 500 boys and apprentices, sons of men employed on the road, who were examined, not one was found to have sufficient schooling or general education to pursue with profit to himself or the company even the dementary course of scientific studies with which it was deemed essential to begin. A trial was made with a few of the most promising boys, but not until it was opened to applicants whose parents were not in the company's service, was the school filled up, or such progress made as to give the slightest

encouragement to the enteprrise. We shall watch this experiment with attention, for the public certainly has a very great interest in its success. If we are entitled to draw any inference from what has been done so far, it is that the experiment is by no means a failure in its second phase; but we cannot withhold the opinion that it should be tried on a larger cale, and by a public foundation rather than by any single company; and we suggest that the time has come when some liberal minded man, who has grown rich out of railroad investments, should endow a railroad college, with schools for teaching every

branch of the profession. The utility of the proposed institution may be appreciated if we consider the Pennsylvania Ratiroad Company, which controls by all odds the best railroad of the world, and by common consent the best-managed railroad in the United States. This is not due to chance or to exceptional local advantages. Mr. J. EDGAR THOMPSON, for many years its President, was a civil engineer of excellent education and judgment. He was succeeded by THOMAS A. Scorr, a man of remarkable genius, but no technical education, who once remarked that he might make a mistake costing the company three millions and nobody find it out. It was under his bold and resolute management that the Pennsylvania system received its greatest development. He was succeeded by GEORGE B. Roberts, a civil engineer educated at the Troy Polytechnic Institute, and it is no disparagement to his predecessors to say that he is by far the best President the road has ever had, inasmuch as he has carried scientifle wisdom into every branch of its affairs. The head of every operating department is a specially educated man. Mr. Cas-BATT, late general manager, Mr. FBANK THOMSON, Mr. PUGH, Mr. PREVOST, Mr. ELY, and all, or nearly all, the division superintendents, were educated as civil or mechanical engineers, had special experience of an exceptional 'character, and are perfect masters of all the details of their duties. Nothing is done on that road by the rule of thumb" or without a scientific reason. There is a "theoretical" man at the head of every department, but what is better, he has been compelled to be a practi-

the fittest only shall survive. By the accession of Mr. John King, Mr. SAMUEL M. FELTON, Jr., and Mr. R. H. SOULE to the management of the Erie, that road has been added to the very short list of railways having all their operating departments under men specially educated for their profession.

cal man also, and has reached his place

under the rigid application of the rule that

ence as practical men, besides being mas-ters of the engineering and mechan-ical details of their work. We do not know whether Mr. Krwo has had a technical education, but he has been all his life successfully engaged in railroading, and from the fact that he called such a man as FELTON to the head of the operating department of his road immediately after taking charge of it, it is evident that he knows how to organize and manage a railroad. The economies which have been in-troduced, and the favorable results already obtained, show clearly the benefit of such rovernment as Mr. KING has applied.

Here our commendation of the manage ent of railroads having their head offices in New York, or ending here, must cease. Several of these roads have been financially successful, but it has been because their exceptional position and great traffic rendered it impossible for bad management and "the rule of thumb" to ruin them. In this respect the New York Central and the New York. New Haven and Hartford are conspicuous examples. Under the management of the VANDERBILTS and their predecessors, the former became a byword and a roproach, and yet it paid dividends with fair regularity. Since that learned and far-seeing lawyer, Mr. DEPEW, came to its head, great strides have been made toward putting the road into first-class condition under scientific management. A competent bridge engineer in the person of Mr. WALTER KATTE IS now in charge of its permanent way and buildings, and great improvements and economies have been realized; but much must be done before the magnificent location of the road

will be adequately occupied. We should not omit to state that of late years great improvement has been made in the management of the New York Central's controlled lines. Mr. NEWELL of the Lake shore, Mr. CALDWELL of the New York, Chicago and St, Louis, and Mr. LEDYARD of the Michigan Central are all able and experienced managers, technically educated, al-though it should be said that the lastmentioned gentleman is a graduate of West Point: and we once heard a Boston banker, who before he went down to Boston was profoundly unhappy unless he had ple at breakfast and supper, condemn a railroad because it had "too much West Point and Pennsylvania Railroad" in its

As for the New York, New Haven and

Hartford Railroad, its management is now and always has been technically as bad as it could be. Contented with ten per cent. dividends and nearly as much more earned and concealed, the stockholders and directors have ignored technical education in its higher officers with a serene indifference and conceit difficult to understand and impossible to properly characterize. The late President, Mr. WATBOUS, is an able and successful lawyer, and a man of excellent sense, but, feeling his entire incapacity to grapple with the multifarious details of operation and maintenance, he has retired, in spite of the earnest protest of the directors, and of their offer of a long leave of absence on full pay, to secure that peace of mind which nothing but his own profession, in which he was thoroughly educated, can restore to him. His place has been filled by Mr. CHARLES P. CLARK, whose technical qualifications are still less than those of his predepessor. Educated at a country college, he began life probably as a grocer's clerk, sold rum and molasses on the coast of Africa, and finally, after an inconspicuous career, entered the railroad business as clerk to the receiver of the Boston, Hartford and Erle Railroad, himself possessing no qualification for that important office except that he was a successful grocer. After laboring with that road during the period of its metamorphosis into the New York and New England, Mr. CLARK proved himself so unable to deal with the elementary problems of construction, equipment, maintenance, and operation that he was forced to resign. After travelling in Europe for a year or two he returned, and his friends made application for him for the place of general manager on the New York and New England. Failing to secure the place, he was appointed Vice-President of the New York, New Haven and Hartford, where his principal duty was to annoy the management of the road that did not care for his services After that road had been rebuilt, furnished

with terminal facilities, engines, and all the necessary appliances for a first-class business, Mr. CLARK was placed in charge of it, and ran it for two or three years with a fair degree of success, but it is now well understood that this success was due mainly to the work done by his predecessor. He did not change a rule, make a new time card for a year, nor remove a single officer except a very competent engineer of permanent way-a graduate of West Point, whom he dismissed with the contemptuous remark that he didn't want any road master in his service "who was not brought up with the pick and shovel." Having ridden another man's horse for three years, he now becomes President of the Conolidated road. One of his fundamental propositions is that no man should become a "traffic manager unless he began by sweeping out the store." His general superintendent, Mr. O. M. SHEPARD, is naturally a clever man, but his special qualifications are merely those of a train master. He has had no technical education whatever, and very little of any other kind. He began his railroad service as a telegraph operator, then became train dispatcher, conductor, and superintendent of transportation. He probably does not know what members of a truss bridge are in compression or what in tension under stress; and it is certain that he never heard of the modulus of a machine and cannot calculate the tractive force of any given engine on any given grade or curve; yet he is the principal operating officer of a railroad carrying perhaps as many passengers yearly into New York and out as any road that enters it.

The condition of this railroad and its conrolled lines, with its splendid traffic and princely income, is proof positive that it now needs men with technical education in all departments. If any reader doubts this, let him examine one of its cast-iron bridges, or even the stone bridge this side of Stamford, which is prevented from falling down by a nondescript framing of wooden beams and iron tie rods, all held in place by half-inch spikes driven into the stone work under each eam. Even its train service and passenger accommodations are inadequate and antiquated-as is shown by the fact that the quickest train on the road requires six hours to run from New York to Boston, a distance of only 214 miles! The Pennsylvania road makes the 250 miles between New York and Washington in five hours, and could shorten the time thirty minutes.

The Delaware and Hudson, and the Delaware, Lackawanna and Western, the Jersey Central, and the Reading are or have been conspicuous for the absence of technically educated men from their management. The late President of the Delaware and Hudson, Mr. THOMAS DICKSON, was a very remarkable man, the son of a Scotch navvy, and began life as a water boy

Both Mr. Franco and Mr. Soum are grad-uates of the Massachusetts Institute of Tech-nology, have had a long and varied experi-the post of President by survival and seniority, without ever having acquired any kind of technical education. His successor is a successful merchant and a man of many accomplishments, none of which, so far as we know, are of a kind which would be useful in the management of the operating departments of a railroad. Col. LEGRAND B. CAN-NON, the nominal Vice-President, is a graduate of the Troy Institute of Technology, and is besides a man of large experience, thoroughly understanding the advantage of technical education as well as of discipline, order, and organization; but being a gentleman of large fortune, he gives no time or attention to the management of the com-pany's business, except in some extraordinary emergency like the late strike of the coal handlers. So far as we can learn, it is almost if not entirely run by "rule of thumb" men, who have had no technical education and are ignorant of its value.

Generally speaking, the railroads of New England are managed in much the same way, by Presidents who have been sucsful lawyers and merchants, and by superintendents who have been telegraph operators, conductors, engine drivers, or machinists. In at least one well-known case, a general superintendent is said to have acquired his knowledge of railroading by acting as conductor of a horse car.

The Boston and Albany Railroad is a nota-

ble exception to this unpardonable practice.

It has always had an able and specially edu-

cated President at its head, or one who knew the value of such men, and thus under the Presidency of Mr. WILLIAM BLISS, a masterful man of liberal education and long experience, it is one of the best and most scienifically managed railroads in the country. The important. Western companies have iso generally eschewed technical education in selecting their managers, but there have been some conspicuous exceptions to this rule. The Chicago, Rock Island and Pacific, under Mr. HUGH RIDDLE; the Chicago and Alton, under Mr. T. B. BLACKSTONE; the Louisville and Nashville, under Mr. ALBERT FINE and Mr. F. DE FUNIAK: the Wabash, under Mr. ROBERT ANDREWS, are notable examples of railroads managed by gentlemen of excellent, if not the highest, technical edu-cation. The Union Pacific, under Mr. CHARLES FRANCIS ADAMS, for many years the President of the Massachusetts Board of

cated men, and from the economies introduced is reaping an ample reward. The recent election of Gen. E. PORTER ALEXANDER, a distinguished graduate of West Point, and for many years a close student of scientific railroading, as President of the Georgia Central, and his selection of Mr. M. S. BELKNAP, a graduate of l'Ecole Polytechnique of Paris, as general manager, may be considered as the most conspicuous effort of the day to secure in the South management combining the highest technical education with the practical knowledge gained by long experience. The result can scarcely be doubtful, although it is certain that many railroads are financially success ful without such management, while not a

Railroad Commissioners, is reorganizing its

service by the employment of specially edu-

few have failed with it. We have by no means exhausted the list of great corporations which, so far as their directors and leading officers are concerned, appear to attach no importance to scientific or technical education, nor of those which have done their best to find such men. We might name several more managers of ample education and experience who are quietly and successfully showing the vast superiority of technical education over mercantile suc cess, legal attainments, or even practical

experience, in the management of railroads We can only add in justice to the owners of railroad property that ignorance is the natural inheritance of man, and that even when there is a will, it is not always easy to find properly educated managers for their property. The fact is that with the exception of West Point, which is in many respects the best railroad school of the country, and the Troy and Massachusetts Institutes of Technology, we have but few schools for even the partial education of railroad managers. Insemuch as they do not begin to supply the demand, we again urge that there is a glorious opportunity for some of our rich railroad magnates to found a railroad college, which shall include instruction in all branches of the railway service, and do its work thoroughly, at a cost within reach of all who desire to learn that profession.

The New Border Land of the Spirits.

We print to-day parts of a curious letter which we have received from a gentleman who has gone to Florida on purpose to investigate certain alleged phenomena of the sort commonly known as spiritualistic. It will be seen that the information which this gentleman has chosen to convey is rather indefinite. His statement is not full enough or explicit enough to satisfy the curiosity of lovers of the marvellous, and he does not report his own actual observations with sufficient distinctness to enable us to form an opinion of his capacity or impartiality as an investigator. The letter is genuine, however, and the statement, as far as it goes, is made in earnest. We have no reason to doubt the entire good faith of our

volunteer correspondent. It appears that the frontier of spirit activity is now at Jacksonville. Florida. The oc cupants of a respectable private house in that town, according to this somewhat incoherent narrative, are annoyed by the persistent industry of unseen powers, which manifest themselves by producing, in broad daylight and without the employment of the usual cabinet machinery, materializations of lace, jewelry, articles of wearing apparel, household utensils, and even money. The process goes on before the very eyes of beholders, and the products can be seen and handled. Some times these articles are dematerialized, disappearing as mysteriously as they came. We are not informed whether any of the articles thus produced have proved permanent, or what is the maximum and the averag duration of their materialized existence. It would be interesting to know.

Materializations of the sort reported by our correspondent are not entirely a novelty in the literature of spiritualism. Flower brought from the unseen world, fabrics wrought by no human fingers, feathers from the gorgeous plumage of birds whose song no living man or woman ever heard, wax and paraffine casts of ghostly hands, faces, or feet, have been for years among the phenomena commonly reported and accepted as true by earnes and intelligent believers in the physical manifestation of spirit powers. The time long since passed when a person was necessarily regarded as a fool or a gull because he had faith in the possibility of such manifestation Yet the Spiritualists generally are chary about accepting offhand these alleged phenomena, and some of the most notable instances of the detection of fraud and the exposure of juggling mediums have resulted from the efforts of believers to protect themselves against imposture. If the Jackson-ville lace handkerchiefs and caskets of jewelry turn out to be all that our sorrespondent.

believes, they will have to pass much mor

rigid tests, even from the Spiritualists' own point of view, than he apparently has thought it necessary to apply.

In some respects the new spirit factory and mint at Jacksonville differs from anything previously reported. The articles are not materialised in the dark or in the seclusion of a cabinet, but they take form and being in the light of day, and in an open room where people are sitting. The proces s not effected at the instance or the passive consent of the medium, but in spite of the medium's will and to the great vexation of herself and her family. These respectable persons in Jacksonville, if we understand our correspondent, object strongly to the manufacture of the useful and ornamental articles which an unseen power has established in their household. It is annoying for them to see handkerchiefs and collars and brooches and pots and pans and what not jumping into existence all over the house. This is not difficult to understand, provided we assume that the collars and handkerchiefs and pots and pans have the inconvenient quality of dematerializing as soon as there is any attempt to make practical use of them, and that the money coined by the spirits dissolves before it can be put into

If we fall to speak respectfully of the Jacksonville spirits and their singular manufacturing enterprise, it is for good and sufficient reason. They are an undesirable accession to the working population of Florida. They will contribute nothing to the development of the natural and industrial resource of Mr. GRADY'S New South. In plain English, they are swindling spirits. We have examined the sample of gold dust from the Vir-ginia mine, which they recently discovered to a confiding speculator from Australia. It is the old trick, employed so often by earthly guile to delude earthly ignorance—not gold dust, but shining bits of iron pyrites.

## Why They Abuse Him.

The abuse of Governor HILL, which has become a regular feature of Republican journals, has a simple cause, as creditable to their political foresight as it is discreditable to their sense of fairness and justice.

Governor HILL is too strong in this State and out of it. The Republicans know that he could carry New York in 1888 as easily as he did in 1885, and that his sound, unswerving Democracy, and his demonstrated ability as a statesman and a party leader, recommend him as a candidate for the Presidency who can be elected if nominated.

The Republicans prefer that the Democratio candidate should be somebody who cannot be elected. They see in Governor HILL their most dangerous opponent. They would like to discredit him if it could be done.

It can't. They are only helping him, not

By his own unaided assurance and enterprise Mr. J. Monx of Chicago has advanced to the full dignity and importance of a railroad. He has filed a petition before the Inter-State Commission begging that the section against free passes be suspended so far as he is concerned. Monk is a hero.

Some of the Republican Senators at Albany are of no use in their present posts; but judg ing from their performances on the political calliope on Friday, they would be good men to come to this town and vend clams from a wagon. Their gift of yelling might be well exploited in rousing the town with the mysti-cal invocation: "Clams, all right." In a civillegislative body, however, such obstrep erous bullies are as much out of place as GERONINO would be at a meeting of the American Peace Society."

We need not ask attention to the letter of Mr. W. HAMILTON GIBSON, which we publish this morning, alleging that the Commissioners who have charge of the Prospect Park in Brook lyn, are, unintentionally no doubt, doing their heat to min it by the destruction of trees which ought to be preserved.

Respecting the intrinsic merits of this controversy we are not informed, but we know that Mr. Gibson is an expert in rural matters

That profound constitutional lawyer and charming orator, Mrs. LILLIE DEVEREUX BLAKE, put a plank in the platform of the Woman Suffrage Convention the other day that was heavy enough and hard enough to break the hearts of all candidates for office. She declared that her party would "hold friendly re lations" with all the male organizations "and entangling alliances with none." Now that is just too cold and too cruel for anything. More over, it is unwise. Would our fair stateswoman throw away all the advantages of the bewitching alliances that can alone soften the hearts of the horrid men? Not a bit of it. She was only joking.

Boodlers' Bower would be an appropriate and a euphonious name for the retail we goods establishment which some eminent emigrants from this city are to take charge in Montreal. It might also be called "The Broadway Surface" or "The Exile's Elysium." or "The Alderman's Cooperative Stores." There are plenty of competent names for it, and it will have plenty of trade, if emigration to Canada continues.

Excise indications for to-day: Continuing colder weather, moderating somewhat around side doors. Intermittent squalls of police ac tivity. Danger signals out. Growlers housed in baskets to escape storm.

A Queer Story About Grover Cleveland.

From the Cincinnas Enquirer WASHINGTON, April 21 .- Gen. Tom Ewing of Ohio comes to Washington only semi-occasionally. To day I met him at his hotel, and together we went over the list of some of those who had financially and othe wise contributed to President Cleveland's election What will those men do for him again ?" was the mu tual query. "I know one man," said the General, "who pine will not again respond."
"Who !" I asked.

Abram S. Hewitt of New York," said the General. "Has there been a breach between Hewitt and Cleve nd !" I queried.

"No, not an open one," said the General; "but as I get is from Mr. Hewitt's friends, he has a right to feel sore." Thereupon the General unburdened himself. "First." said he. "Hewitt wanted the President to appoint his said he, "Hewitt wanted the President to appoint his brother-in-law, ex-Mayor Cooper of New York, Minister to England. He is a man as fally equipped for that re-sponsible trust as the stick new there. In this he met a disappointment, but it was nothing as a fall of the said disappointment, but it was nothing as compared with as not of the President which hurt him in the pocket."

"What official act do you refer to?"

"The President," continued the General. "made an or, der closing the Cheyonne and Arrapahoe Agencies in the Indian Territory. Hawitt and Cooper jointy had large cattle interests there. To comply with the order with respect to the limitation of time required the transfer of the country of the cattle when the climate an almost countiess number of castle when the climatic change involved peril. Hewitt bescupht the President to either annul or modify the order until a season more favorable for the transfer. The President refused. The result was that the transfer was made under unfavarable and unhealthy violestudes, and the outcome was that Hewitt and Cooper lost \$600,000. What made it weres was that the order involved no general principle. for no ma were closed. You can't well expec aid from a man who has lost a cool half mill

The laudable efforts of Mms. di Cesnola and The laudable efforts of Mme. di Cesnola and her friends in favor of an asylum for Italian orphan children in this city deserves all the patronage bespoten for that undertaking at the charity mathase given for its benefit to morrow afternoon. It is true the tickets are placed at a round figure, \$2.50 for reserved chairs, but when the cause for which the entertainment is given is considered it will be cheerfully given by all who are interested.

Both Catholics and Pretestants have interested thamselves in this practical movement for the welfare and

solves in this practical movement for the welfare and training of these little ones, in many of whom the artistic feating of fouthern lially lice dormant only from want of education and opportunity for development.

NO MORE CHECKS TO REALER.

A How! In the Caston House Gree the New Way of Paying Salaries. The latest row in the Custom House was evolved from the report of Special Treasury Agent Tingle, which was handed to Collector Magone resterday. Mr. Tingle is a Republican, and the subordinates in the Custom House speak of him as "boss," because of his alleged influence with the mogula in Washington. Mr. Tingle is Chairman of a Commission having Tingle is Chairman of a Commission having for its duties the proposed readjustment of the

Tingle is Chairman or a Commission naving for its duties the proposed readjustment of the various departments in the service, and in his report yesterday he recommended that the system of paying the employees undergo a radical change.

Collector Magone agreed with Mr. Tingle's suggestions, and ordered the pay rolls for April made out on the new system. The clerks in the rotunda and the young army of employees distributed through the building raised a howl over the change. Heretofore each department has had a separate payroll, and the checks were made payable to bearer. Mr. Tingle's scheme calls for a roster of the whole Custom House, and the checks must not be made payable to bearer. There is to be a paymaster who will hunt up the employees, give them their checks, and get their individual receipts. Under the old system the men got their money early in the month. It is asserted that Mr. Tingle's system will delay the forwarding of the vouchers to Washington, and that the men will be compelled to wait a week, and perhaps longer, for their money. The men also say that it will be difficult for them to get cashed checks made payable to their order.

Mr. Tingle insists that the men can easily be

ble to them to get cannot ances made paya-ble to their order.

Mr. Tingle insists that the men can easily be identified at the Sub-Treasury, or pass their checks on the tradesmen with whom many of them are supposed to deal. The new system shifts the responsibility of identification from the Auditor's office in the Custom House to the Sub-Treasury.

ANCIENT ST. ANN'S.

It Colebrates the One Hundredth Anniver

St. Ann's Episcopal Church on the Heights. Brooklyn, the oldest church of the denomina tion in that city, celebrated the one hundredth anniversary of its foundation yesterday in the beautiful edifice in Clinton and Livingston streets. Bishop Littlejohn presided, and the ministers of the Long Island diocese attended

streets. Bishop Littlejohn presided, and the ministers of the Long Island diocese attended in large numbers. The chancel was decorated with flowers, and on a floral cushion were the figures "1787."

The celebration opened with the playing on the chimes of "Old Hundred" and "Auld Lang Syne" by Sexton Laurie. There was a fine musical service. The Rev. Dr. Alsop, the rector, read a paper giving the history of the church. The old church, which continued to be used as a chapel until April 15, 1890, stood on the site of the entrance to the bridge. The present edifice was opened in October, 1869, and in June, 1878 it was cleared of its heavy load of debt. This was in the rectorship of the late Rev. Dr. Schenck. There are at present edifice was in the rectorship of the late Rev. Dr. Schenck. There are at present edifice of congratulation were received from the Bishops and ministers of this diocese, and from misisters of other denominations. Bishop Potter thus closed his letter: "Farswell to the honorable and fruitful past, All hall to the new century that begins to-morrow, rich in its possibilities of services and sacrifice." The sermon was preached by Bishop Littlejohn. He said St. Ann's had seen the city grow from a mere village to a place of nearly a million inhabitants. The church from its very foundation had been remarkable as being entirely free from dissension.

At the close of the services a collation was served in the basemont.

The Empress Eugenie Still Beautiful,

From the Couriers del Mattine. Yesterday, April 11, the struscio (promenade during which all vehicles are prohibited) in Via Toledo (Naples) was rendered particularly interesting by the appearance of the Empress Eugenie, who passed through the street. The ex-sovereign bears the traces of great and delicate beauty, almost rendering her age a mys-

Slender, erect, and with a superb figure, she is at one to be recognized as a grands dame. Her bright and fivacious eyes justify the old fascination and the episode of the diamonds in the Forest of Complegne Her still or the diamonds in the forest of complegne Her still rosy complexion is admirably preserved, and is perhaps owing to the mild climate which has renewed the ancient beauty in her checks; her hair, not yet white, still shows tints of pale gold. The Empress was, as always in deep mourning, and wore a long crape veil. Although she carried a parasol in her left hand, her right held the wall-known abony stick, on which, how-aver, she did not lean.

Becelpts of Paris Theatres.

A table of receipts at theatres from 1878 to 1898 shows that the Paris Opera and the Prancais are not subject to great Succession. Thus the receipts at the Opera, which were 3,010,000 franca in 1878, the Exhibition year dropped to 2,738,000 franca in 1878, and have since varied only between 3,480,000 franca and 2,800,000 franca. The takings at the Prancais were 2,280,000 franca in 1878, rose to 2,000,000 franca in 1878, each of takings at the Prancais were 2,280,000 franca and 8,80,000 france.

The Exhibition does not considerably swell and economic deprecion does not considerably swell and economic deprecion does not considerably reduce the attendance at these two places of entertainment. Some of the minor that the subject of the From the London Times.

Fourteen Days Under Snow

From the Cour d'Alene Sun D. Porter, who arrived in Murray on Wednes-D. Porter, who arrived in Murray on Wednesday, gava thrilling account of his axperience in the snow. About four weeks ago he left the Mountain House, travelling in a northeasterly direction. On the fourth day out he shot an elk, but just about the time he succeeded in capturing the noble animal it commenced snowing so hard he found it impossible to proceed. A shelter of some kind being absolutely necessary, he sno-ceeded after much hard work in digring a cave in the snow, and luckily having wish him a small hand axe, he managed to cut some wood and build a fire. For fourteen days he was compelled to remain the soic occupant of his snow-bound habitation, keeping up what fire found necessary and subsisting on the elk that good fortune had supplied him with. Although no bread or other usual accompaniments were served with his meals, Mr. Porter says his daily cellstions of alk were very palatable.

Doctors' Fees in Brooklyn

To THE EDITOR OF THE SUN-Sir. I would like to call your attention to what is a hardship on the working classes in South Brooklyn, namely, the chargworking classes in South Brucklyn, marany, me oner ing of a S2 fee for every vicit made by a physician. I New York in the poorer wards it is only S1. I have he slokness in my family (a child 2 years of age), and hat had to pay this \$2 every day for two weeks. Such is I rule of the score or more of doctors living in the vicini of the Sixth ward. Brooklyn. I think after the fir vicis \$1 should suffice, particularly where the patient a child, and the parents are living from hand to mount

A Rostless Night.

Last night I passed a fearful night, I wonder what means; Too little exercise, perhaps, or too much beef and greens; Whate'er the cause, I saw in dreams most dread, uncann

I dreamt that I was playing pool and pocketed myself; I dreamt that I was ticketed "Ex" and laid upon the shelf, I dreamt that a Mugwamp boosted me to climb up a well-

But down I fell upon the sward with a sounding thad Then a monstrous bird with spreading wings before my

eyes would fly.
Then, with his talons full of votes, soar swiftly toward the sky. This monstrous bird, with a note that piero

Till my prain was deaf and my senses swam, Renomina-tion! Ma. Ma. Bah! But a crowd of Mugwump archers that mocking mes

And they twanged their bows and they along their alings at that ominous, awful bird; But ever higher and higher in the blue he soars and cries

Mugwumpe' eyes. Then I dreamt that I sat banqueting at a fair and stately Where in beakers full we pledged the chiefs of the mighty Mugwump hords.

and the Mugwumps' clumsy missiles fall back in the

There many a Chinese idol blinked soft from its niche And on the wall, in a hand of gold, was written, fair to see "Cleveland for '88;" but then I heard in torrent tones, "Remember Garland," bissed from the throat of a mil-

The secred fire went out on the shrine of Civil Service and there burst upon that banquet hall the heart of a

and down west Mugwamps and idols, roof tree and and I heard in the storm a mocking laugh bke the ghoulish gles of Hall.

The damp of fear was on my brow, and in my heart was fell, I lay all helpless, crushed under a mighty hill. could not breathe, I could not move, upon my eyes

woke, I gasped and trembled, not yet released from am not superstitious, but I fear me all's not right! WASSINGTON, April 20, 1687.

sere threat is soon relieved by Dr. Jayne's Expen-

WHAT IS GOING ON IN SOCIETY.

The tendency of the winter season to crowd important society events into some one week and leave the succeeding week almost barren of incident is showing itself again this spring. Therewas a bustling into life with the sun and balmy airs of Easter, in which nature and humanity seemed to be thoroughly in unison, and every morning and evening had some gay and pleasant meeting. A check came with the snow storm of Monday last, and since then, with the exception of one or two state dinners, Miss Leary's musical, and the annual recep-tion of Mrs. Edwin Stevens and Mrs. Archibald Alexander at Castle Point yesterday, there has

been nothing important to record.

Mayor Hewitt's dinner Tuesday evening to his daughter-in-law elect was marred by his own absence, owing to a bad cold. Mrs. Hewitt, however, with her customary graceful suavity of manner, presided over the banquet, and everything went off well. The house is losing the newness of its recent embellishing and is taking on the home-like air which is

more pleasing than any decoration.

This week again all the world has a momentousengagement for every day, and two or three for each day have been made by those whose popularity causes them to be universally in de-mand. Preparations for the "Festival of the Year" will keep those interested in it hard at work through Monday and Monday night. Tents and booths have been in process of erection and adornment for several days, and the opening on Tuesday when all is ready cannot be otherwise than interesting and picturesque. The freshness both of decoration and costume, to say nothing of faces and flowers, on the first day and evening, make them the more desirable of the two for visitors. Two large weddings on Wednesday must thin the youthful crowd during the afternoon, and weariness that can be seen as well as felt may possibly dim the

later evening hours.

The annual rifling of bachelors' pockets. which is an unvarying feature of the spring season, and which started briskly at Miss Leary's fête last Friday, is likely to go bravely on at this week's festival. So many attractive stalls, embellished as they will be by lovely faces, will form a picture well worth paying for, and as charities must come to a standstill without funds, those who can afford it should be glad to make an investment in good works through agents who pay interest in ad-

vance with smiles, blushes, and pleasant words. The weddings of Tuesday are not likely to clash, since Miss Kemble and Mr. Simonds are to be married in St. Mark's at one o'clock. and Miss Tappen and Mr. Heckscher in the Forty-second street church at three. .Wednesday, however, promises to be somewhat of a drive. The weddings of Miss Helen Jones and Miss Lucy Work are both to take place in the afternoon, and as their friends are in the same set, an embarrassing choice in many cases will have to be made.

Miss Jones is to be married quietly in her

mother's drawing-room—no bridesmaids and no general reception. The family connection alone will make a large gathering, as, on the bride's side, it will embrace at least four genera-tions, and, in addition, there will be the young friends of Miss Jones, without their bonnets, and in the prettiest of all costumes, the demitoilette of spring. Very probably among them will be the new flancée, Miss May Bird, whose engagement to Mr. Robert Dudley Winthrop, Jr., is just announced. Mrs. and Miss Bird have been abroad for the last year, and have only recently returned. They were at Nice at the time of the earthquakes, and in common with others have many interesting details to give of the "moving accident" by field if not by flood. which has made the past winter in the Italian Riviera so memorable.

Theimost amusing account, however, is that of a young fellow who distinguished himself last summer in the tennis field and is considered the champion player of his set. He was in the principal hotel at Nice on the night of the earthquake, and avers that he slept soundly and peacefully through all the disturbance, and was at a loss in the morning to account for

the topsy-turviness of his surroundings.

The neighborhood of Grace Church, as well as Madison square, will be lively on Wednesday while Miss Lucy Work's wedding is in progress, as no limit has been put on the inviations, and both families have a long visiting list. The fourth bridesmald will be Miss Martha Otis, and not Miss Oelrichs, as incorrectly announced, and their dresses are to be of white lace with gold colored ribbons.

On Wednesday evening Mrs. William Amory.

formerly Miss Betty Ingersoll, will give the econd of two musicales, at which an operetta will be sung in French. This will divide with the attractions of the festival the attention of the gay world, and many persons will doubt-

The hunting season is drawing to a close and can hardly be called a very successful one. Between north winds and snow storms there have been but a few days when a good run was possible. The Queens county hounds have only one more meet, and that will be at Cedarhurst on Tuesday, after which the annual club dinner will take place at the club house. The death of the two valuable

England is greatly deplored by hunting men. The coaching club is getting drags and teams in shape for the spring and summer season, Coaching day will be May 28, when it is exsected that there will be a better show than ever before. Mr. A. S. Cassatt of Chesterbrook. Pa., has invited the club to his country place for their annual drive, and at least a dozen embers will start on the morning of May 14. Mr. Griswold Lorillard is to drive the Tuxedo coach, no trifling undertaking when the dis-

tance and the roads are considered. While spring gayeties and spring costumes are filling the thoughts of the young, summer arrangements occupy seriously the minds of those who are responsible for the comfort of their families during the heated term, Cottages at Newport are almost all rented, and the beautiful town is already beginning to look bright, if not absolutely gay. Berkshire is always backward, and gardens are seldom made there before the middle of May. Several gentlemen's places in Lenox are already rented. lowever, among others Dr. Greenleaf's, which has been taken by Mr. Lawrence Turnure. This is one of the most attractive houses in Lenox, on high ground overlooking the Lebsnon road, and near Mr. Edward Woolsey's, Mr. Parsons's, and Mr. Braem's places. The mansion was designed by a Boston architect. and boasts a music room of superb dimensions, in which is a Roosevelt organ and a fire-

place that six-foot logs are burned in. Mr. L. P. Morton, after purchasing land in Baratoga, and raising the spirits of land owners in view of the boom in real estate that was expected to follow the building of his summer residence there, has purchased an estate of many hundred acros at Staatsburg on the Hudson, not many miles from Livingston Manor and Mrs. Lydig Hoyt's property. The mansion is ancient and picturesque, but it will be thoroughly overhauled, and in many places rebuilt, and entirely refurnished. The timber in the park which surrounds the house is said to be as fine as any in this country, and the gardens, pleasure grounds, hothouses, &c., will give occupation to from ten to a dozen gardeners. Like most other places on the upper Hudson, it will be a model gentleman's residence, but there are some things that can be neither bought nor imported, and those are the cool ocean breezes of Newport and the

salubrious air of Saratoga. Philadelphia belles have been marrying in shouls this spring, and the weddings have quite outnumbered those of New York. Old-fash ioned, conservative Philadelphians have looked somewhat askance at the matches made by their daughters and the daughters of their friends as not being within the pale of the old aristocratic set. Young Philadelphia has pretty horoughly emancipated itself, however, from old-time prejudices, and the girls are plucky enough to choose for themselves. One of them prefaced the announcement of her engagement by saying, "Now, don't ask me who he is, be-cause he isn't anybody; but I'll tell you what he is: he is everything that I like best!"